

2004

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Special Locality Report

325

Town of West Point

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of West Point

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
30	From: WCL West Point															
	Town of West Point (Maint: 50)	2.19	3400	N	81%	1%	1%	2%	14%	0%	N	0.078	N	0.519	3500	N
30 33	From: SR 33 West Point															
	Town of West Point (Maint: 50)	0.25	16000	F	88%	1%	1%	2%	9%	0%	C	0.085	F	0.622	17000	F
	To: New Kent County Line															
33 30	From: King William County Line															
	Town of West Point (Maint: 50)	0.25	16000	F	88%	1%	1%	2%	9%	0%	C	0.085	F	0.622	17000	F
33	From: SR 30															
	Town of West Point (Maint: 50)	0.48	15000	F	90%	1%	1%	2%	7%	0%	F	0.082	F	0.645	16000	F
296	From: King & Queen County Line															
	Town of West Point (Maint: 50)	0.40	1100	F	93%	1%	1%	1%	4%	0%	C	0.088	F	0.53	1200	F
298	From: SR 33															
	Town of West Point (Maint: 50)	0.53	590	F	97%	0%	2%	0%	1%	0%	C	0.095	F	0.552	610	F
298	From: End Route															
	Town of West Point (Maint: 50)	0.22	1900	F	97%	0%	2%	0%	1%	0%	F	0.092	F	0.634	1900	F
	From: SR 296															
	To: SR 298															
	To: SR 33															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of West Point																
636 51	0.19	420	R			From: 50-702 To: NCL West Point					NA			NA		05/21/2001
701 30	0.20	60	R			From: WCL West Point To: 50-1026					NA			NA		05/17/2001
701 51	0.58	700	F	98%	1%	1%	0%	0%	0%	C	0.103	F	0.533	730	F	2004
702 30	0.07	300	R			From: SR 30 To: 50-636					NA			NA		05/21/2001
1000 50	0.28	70	R			From: 50-1013 NORTH To: 50-1013 SOUTH					NA			NA		04/06/2004
1001 50	0.50	150	R			From: 50-1002 To: Dead End					NA			NA		03/14/2001
1002 51	0.20	360	R			From: 50-1010 To: SR 30					NA			NA		03/14/2001
1002 50	1.02	1200	F	99%	0%	0%	0%	0%	0%	C	0.100	F	0.613	1200	F	2004
1002 50	0.09	40	R			From: 50-1003 To: 0.09 MN 50-1003					NA			NA		03/14/2001
1003 50	1.05	1200	F	98%	0%	0%	0%	1%	0%	C	0.114	F	0.643	1300	F	2004
1003 50	0.30	790	F	98%	0%	0%	0%	1%	0%	F	0.129	F	0.674	820	F	2004
1003 50	0.75	670	F	98%	0%	0%	0%	1%	0%	F	0.125	F	0.503	690	F	2004
1003 50	0.28	710	R			From: 50-1002 To: 50-1014					NA			NA		04/19/2004
1003 50	0.15	110	R			From: 50-1014 To: 0.15 MN 50-1014					NA			NA		04/19/2004
1003 50	0.24	30	R			From: 50-1014 To: NCL West Point					NA			NA		04/19/2004
1004 50	0.70	980	R			From: 50-1002 To: 50-1006					NA			NA		03/14/2001
1004 50	0.20	840	R			From: 50-1006 To: 50-1003					NA			NA		03/14/2001
1005 50	0.45	200	R			From: 50-1030 To: 50-1006					NA			NA		03/14/2001
1005 50	0.20	80	R			From: 50-1006 To: Dead End					NA			NA		03/14/2001
1006 50	0.93	1700	F	99%	0%	0%	1%	0%	0%	C	0.095	F	0.587	1700	F	2004
1007 50	0.13	130	R			From: 50-1108 To: SR 30					NA			NA		05/16/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of West Point																
1007 50	0.20	210	R			From: SR 30						NA		NA		05/16/2001
						To: Dead End										
1008 50	0.20	410	R			From: Dead End						NA		NA		05/16/2001
						To: SR 30										
1009 50	0.16	60	R			From: Dead End						NA		NA		05/16/2001
						To: SR 30										
1009 50	0.06	1000	R			From: SR 30						NA		NA		05/16/2001
						To: Dead End										
1010 50	0.25	380	R			From: 50-701						NA		NA		05/17/2001
						To: 50-1002										
1010 50	0.40	410	R			From: 50-1002						NA		NA		05/17/2001
						To: SR 30										
1011 50	0.05	110	R			From: 50-1002						NA		NA		05/17/2001
						To: Dead End										
1012 50	0.13	150	R			From: 50-1108						NA		NA		05/16/2001
						To: SR 30										
1013 50	0.50	90	R			From: Dead End						NA		NA		04/06/2004
						To: 50-701										
1013 50	0.33	390	R			From: 50-701						NA		NA		04/06/2004
						To: 50-1026										
1014 50	0.10	330	R			From: 50-1003						NA		NA		04/16/2004
						To: 50-1032										
1014 50	0.17	90	R			From: 50-1032						NA		NA		04/16/2004
						To: 50-1015										
1015 50	0.17	80	R			From: 50-1014						NA		NA		04/19/2004
						To: 50-1034										
1016 50	0.05	8	R			From: 50-1009						NA		NA		05/16/2001
						To: Dead End										
1017 50	0.06	20	R			From: 50-1009						NA		NA		05/16/2001
						To: Dead End										
1018 50	0.07	40	R			From: Dead End						NA		NA		04/06/2004
						To: 50-701										
1019 50	0.10	80	R			From: 50-701						NA		NA		04/06/2004
						To: 50-1020										
1020 50	0.08	40	R			From: Dead End						NA		NA		04/06/2004
						To: 50-1019										
1020 50	0.08	40	R			From: 50-1019						NA		NA		04/06/2004
						To: Dead End										
1021 50	0.07	150	R			From: SR 30						NA		NA		05/16/2001
						To: 50-1025										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of West Point																
1022 50	0.12	80	R			From: 50-1108						NA		NA		05/16/2001
						To: SR 30										
1023 50	0.13	120	R			From: 50-1108						NA		NA		2004
						To: SR 30										
1024 50	0.12	170	R			From: 50-1108						NA		NA		04/15/2004
						To: SR 30										
1024 50	0.12	1600	R			From: SR 30						NA		NA		04/15/2004
						To: 50-1006										
1025 50	0.08	70	R			From: 50-1021						NA		NA		05/16/2001
						To: Dead End										
1026 50	0.17	160	R			From: 50-701						NA		NA		04/06/2004
						To: 50-1028										
1026 50	0.11	100	R			From: 50-1028						NA		NA		04/06/2004
						To: 50-1027										
1026 50	0.02	130	R			From: 50-1027						NA		NA		04/06/2004
						To: 50-1013										
1026 50	0.14	50	R			From: 50-1013						NA		NA		04/06/2004
						To: Dead End										
1027 50	0.06	40	R			From: Dead End						NA		NA		04/06/2004
						To: 50-1026										
1028 50	0.06	30	R			From: Dead End						NA		NA		04/06/2004
						To: 50-1026										
1029 50	0.08	200	R			From: 0.08 MN 50-1002						NA		NA		05/17/2001
						To: 50-1002										
1029 50	0.21	90	R			From: 50-1002						NA		NA		03/14/2001
						To: 50-1010										
1030 50	0.28	150	R			From: 50-1005						NA		NA		03/14/2001
						To: 50-1004										
1030 50	0.29	170	R			From: 50-1004						NA		NA		03/14/2001
						To: 50-1003										
1031 50	0.11	150	R			From: 50-1003						NA		NA		04/19/2004
						To: 50-1032										
1032 50	0.12	49	R			From: 50-1014						NA		NA		04/19/2004
						To: 50-1031										
1032 50	0.04	30	R			From: 50-1031						NA		NA		04/19/2004
						To: Dead End										
1033 50	0.22	180	R			From: 50-1006						NA		NA		04/19/2004
						To: Cul-de-Sac										
1034 50	0.08	70	R			From: 50-1036						NA		NA		04/19/2004
						To: 50-1015										

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						2Axle	3+Axle	1Trail	2Trail							
Town of West Point																
1036 50	0.14	120	R			From: 50-1014						NA		NA		04/19/2004
						To: 50-1034										
1037 50	0.16	210	R			From: Dead End						NA		NA		04/19/2004
						To: 50-1004										
1038 50	0.12	70	R			From: Dead End						NA		NA		04/19/2004
						To: 50-1006										
1039 50	0.16	90	R			From: 50-1014						NA		NA		03/14/2001
						To: Dead End										
1040 50	0.13	70	R			From: SR 30						NA		NA		03/14/2001
						To: Dead End										
1041 50	0.12	NA				From: 50-01004(B)/						NA		NA		
						To: Dead End										
1045 50	0.11	80	R			From: Dead End						NA		NA		04/19/2004
						To: 50-1003										
1101 50	0.22	980	R			From: SR 33						NA		NA		03/14/2001
						To: 50-1114										
1101 50	0.29	310	R			From: 50-1120						NA		NA		03/14/2001
						To: Dead End										
1102 50	0.06	40	R			From: 50-1129						NA		NA		04/15/2004
						To: SR 296										
1102 50	0.08	300	R			From: 50-1129						NA		NA		04/15/2004
						To: 0.03 ME 05-1129										
1102 50	0.03	360	R			From: SR 298						NA		NA		04/15/2004
						To: Dead End										
1103 50	0.05	3	R			From: Dead End						NA		NA		04/15/2004
						To: SR 296										
1103 50	0.17	210	R			From: SR 298						NA		NA		04/15/2004
						To: SR 298										
1103 50	0.06	70	R			From: Dead End						NA		NA		04/15/2004
						To: Dead End										
1104 50	0.09	140	R			From: Dead End						NA		NA		04/08/2004
						To: SR 298										
1104 50	0.17	270	R			From: SR 296						NA		NA		04/08/2004
						To: SR 296										
1104 50	0.02	30	R			From: Dead End						NA		NA		04/08/2004
						To: Dead End										
1105 50	0.03	2	R			From: Dead End						NA		NA		04/08/2004
						To: 50-1107										
1105 50	0.17	350	R			From: SR 298						NA		NA		04/08/2004
						To: SR 298										

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						2Axle	3+Axle	1Trail	2Trail							
Town of West Point																
1105 50	0.02	20	R			From: SR 298						NA		NA		04/08/2004
						To: Dead End										
1106 50	0.08	100	R			From: Dead End						NA		NA		04/08/2004
						To: 50-1107										
1106 50	0.17	480	R			From: 50-1107						NA		NA		04/08/2004
						To: SR 298										
1106 50	0.08	100	R			From: SR 298						NA		NA		04/08/2004
						To: Dead End										
1107 50	0.21	100	R			From: 50-1121						NA		NA		04/08/2004
						To: SR 298										
1107 50	0.06	150	R			From: SR 298						NA		NA		04/08/2004
						To: 50-1110										
1107 50	0.23	1000	R			From: 50-1110						NA		NA		04/08/2004
						To: SR 296										
1108 50	0.12	760	R			From: SR 30						NA		NA		04/15/2004
						To: 50-1118										
1108 50	0.19	80	R			From: 50-1118						NA		NA		04/15/2004
						To: 50-1022										
1108 50	0.12	70	R			From: 50-1022						NA		NA		04/15/2004
						To: 50-1007										
1109 50	0.23	470	R			From: 50-1121						NA		NA		04/08/2004
						To: SR 298										
1110 50	0.09	240	R			From: SR 298						NA		NA		04/08/2004
						To: 50-1129										
1110 50	0.08	290	R			From: 50-1129						NA		NA		04/08/2004
						To: SR 298										
1111 50	0.25	100	R			From: Dead End						NA		NA		04/08/2004
						To: 50-1109										
1112 50	0.03	20	R			From: Dead End						NA		NA		04/08/2004
						To: 50-1107										
1112 50	0.16	140	R			From: 50-1107						NA		NA		04/08/2004
						To: 50-1109										
1112 50	0.05	10	R			From: 50-1109						NA		NA		04/08/2004
						To: Dead End										
1113 50	0.15	360	R			From: SR 30						NA		NA		04/15/2004
						To: 50-1127										
1114 50	0.15	230	R			From: SR 30						NA		NA		04/15/2004
						To: 50-1127										
1114 50	0.05	NA				From: 50-01127(B)/						NA		NA		
						To: Dead End										
1115 50	0.15	270	R			From: SR 30						NA		NA		04/15/2004
						To: 50-1127										

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						2Axle	3+Axle	1Trail	2Trail							
Town of West Point																
1116 50	0.16	410	R			From: SR 30						NA		NA		04/15/2004
						To: 50-1127										
1117 50	0.16	100	R			From: 50-1107						NA		NA		04/08/2004
						To: 50-1109										
1118 50	0.08	46	R			From: Dead End						NA		NA		04/15/2004
						To: 50-1108										
1118 50	0.07	490	R			From: SR 30						NA		NA		04/15/2004
						To: 50-1127										
1118 50	0.14	360	R			From: SR 30						NA		NA		04/15/2004
						To: 50-1127										
1119 50	0.14	110	R			From: SR 30						NA		NA		04/03/2001
						To: 50-1127										
1120 50	0.08	290	R			From: SR 30						NA		NA		04/03/2001
						To: 50-1101										
1120 50	0.08	60	R			From: Dead End						NA		NA		04/03/2001
						To: 50-1107										
1121 50	0.08	190	R			From: 50-1107						NA		NA		05/17/2001
						To: 50-1129										
1121 50	0.08	220	R			From: 50-1109						NA		NA		05/17/2001
						To: Dead End										
1122 50	0.08	130	R			From: Dead End						NA		NA		04/03/2001
						To: 50-1108										
1122 50	0.08	990	R			From: SR 30						NA		NA		04/03/2001
						To: 50-1127										
1122 50	0.13	500	R			From: 50-1127						NA		NA		04/03/2001
						To: Dead End										
1122 50	0.02	70	R			From: Dead End						NA		NA		04/03/2001
						To: 50-1107										
1123 50	0.16	210	R			From: SR 298						NA		NA		05/17/2001
						To: Dead End										
1123 50	0.02	80	R			From: Dead End						NA		NA		05/17/2001
						To: 50-1001										
1124 50	0.09	40	R			From: SR 30						NA		NA		04/19/2004
						To: 50-1101										
1125 50	0.08	130	R			From: 50-1101						NA		NA		04/15/2004
						To: Dead End										
1125 50	0.06	20	R			From: Dead End						NA		NA		04/15/2004
						To: Dead End										
1126 50	0.02	10	R			From: Dead End						NA		NA		03/14/2001
						To: SR 296										
1126 50	0.05	30	R			From: Dead End						NA		NA		03/14/2001
						To: Dead End										

Virginia Department of Transportation
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of West Point

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of West Point																
1127 50	0.02	160	R			From: Dead End					NA			NA		04/03/2001
1127 50	0.22	520	R			From: SR 33					NA			NA		04/03/2001
1127 50	0.18	380	R			From: 50-1114					NA			NA		04/03/2001
1127 50						To: 50-1116										
1128 50	0.05	50	R			From: SR 298					NA			NA		05/17/2001
1128 50						To: Dead End										
1129 50	0.23	930	R			From: 50-1121					NA			NA		05/17/2001
1129 50	0.10	1100	R			From: SR 298					NA			NA		05/17/2001
1129 50						To: 50-1106										
1129 50	0.17	2000	R			From: SR 296					NA			NA		05/17/2001
1129 50	0.23	2700	F	98%	0%	1%	0%	0%	0%	C	0.094	F	0.540	2800	F	2004
1129 50						To: SR 33										
1130 50	0.20	250	R			From: SR 33					NA			NA		03/14/2001
1130 50						To: Dead End										
9205 50	0.11	380	R			From: 50-1006					NA			NA		05/16/2001
9205 50						To: West Point Schools										
9406 50	0.11	390	R			From: 50-1004					NA			NA		05/16/2001
9406 50						To: West Point HS										
9407 50	0.05	110	R			From: 50-1006					NA			NA		04/19/2004
9407 50						To: 50-1006										